

SPRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics—Continued Every Day for the Evening Telegraph.

THE PROBLEM OF REVIVING AMERICAN COMMERCE.

From the N. Y. Herald.

The national Congress, which commences its session in Washington next Monday, will have many and great questions to deliberate on—questions of foreign and home policy, questions of finance, questions of tariff and internal revenue; but we think we are not exaggerating when we say that, so far as concerns the grandeur and prosperity of the metropolis, Congress will have before it no question of greater importance than that of restoring American commerce to the proud position which it occupied fifteen years ago. Do our readers know that whereas in 1851 the tonnage of the United States had reached about five and a half millions—somewhat in excess of the tonnage of England—it has since fallen off to four million three hundred thousand tons, and that of England has increased to seven million three hundred thousand? The fact is a startling one, and particularly when the statement is added that of the tonnage which we still possess only about one-fourth is occupied in the foreign trade, and even that chiefly in the scum of Peru, and supplying Europe with the guano of Peru. We do not to-day possess a single steamer plying between New York and any European port, but have surrendered the whole foreign commerce of our port to the English, the French, and the Germans.

Many causes have operated in producing this disastrous state of things. As Mr. Low, one of our most enterprising ship-owners and merchants, stated before the select committee of Congress, which has been recently collecting information on the subject, "It is easier to explain the causes of our decline than to suggest a remedy." The causes assigned before that committee were various, the principal ones being the gradual revolution that has been effected in ships, from the wooden sailing vessel and side-wheel steamer to the iron sailing vessel and screw steamer—a revolution in which we took no part, preferring to cling to the sailing vessel and the wooden side-wheel steamer; the preference in freight and insurances given to the iron vessels over the wooden ones; the difference in the cost to the English merchant of his vessel and that of his to the American merchant; the high duties paid on materials entering into the construction of American ships, which materials are free of duty in England; the advantage which the English have over us in getting all their ships stores out of bond free of duty; the difference in the rates of wages; the disadvantage under which our depreciated currency placed us; the failure of our Government to subsidize steamship lines in competition with the English and French; and, finally, the generally prejudicial effect of our high protective tariff. All these, with the exception of the first, are causes which it is in the power of Congress to remove or mitigate; and as to the first, we suppose it may be safely left to the intelligence and enterprise of our shipbuilders and shipowners.

But notwithstanding Mr. Low's remark as to the cause being more easily discovered than the remedy, there has been no lack of suggestions as to the remedy. These suggestions may be condensed into three principal groups. They are—first, the removal of all legislative restrictions on the purchase of foreign ships and on their admission to American registry; second, the granting of liberal subsidies by our Government to steamship lines; and, thirdly, the allowance of a drawback of duties on all materials entering into the construction and outfit and maintenance of ships. It will be readily understood that these propositions are not equally favored by the two great interests that are most closely involved in the question—the ship-owners and the shipbuilders. The shipowners, as a class, may be set down as in favor of all three. The shipbuilders are and will be opposed to the bitter end, to what is termed free trade in ships. They say, and with much force and reason, that it would be the finishing blow to the now languid and tottering interests which they represent; and that it would not only be ruinous to that interest, but would be seriously detrimental to the nation at large in closing up all the shipyards, sending the ship mechanics out of the country or to other occupations, and thus depriving the Government of its most useful and indispensable artisans in case of war with a naval power. On the other hand, the shipowners do not believe that, even with the allowance of a drawback, the shipbuilders of this country can compete with those of England. As Mr. Westervelt, formerly one of our greatest shipbuilders, stated before the committee, "The days of wooden ships are ended; and to build wooden ships would be labor lost." The shipowners say: "Let us buy our ships where we can buy them cheapest; and if American ships can be produced as cheap as foreign ones, of course we will give our own preference." Some of our principal shipbuilders, including Mr. Webb, of New York, and Mr. McKay, of Boston, have expressed the fullest confidence that if they are put, in regard to the cost of material, on an equal footing with the great iron shipbuilders on the Clyde and the Tyne, they can, notwithstanding the disparity of workmen's wages, produce as good and as cheap ships as their English rivals. All that they ask is a fair field and no favor.

THE EMPEROR'S CHECKMATE.

From the N. Y. Times.

While the foes of the Second Empire are trying to persuade the world that they have left the Emperor no place to stand upon, they are suddenly surprised to find that he has cut the ground from under their own feet. This operation has now been repeated so often, that French Liberals might save themselves many disappointments by always going in expectation of it. But they are led astray by those fascinating theories about his bodily and mental ruin. They publish articles to prove that the Emperor cannot possibly live six months longer, and that he is the victim of innumerable horrible complaints, which keep him in constant torment. By way of relief to his sufferings he every now and then takes a red hot poker and cauterizes his own back. Stories of this kind circulate in every Parisian cafe, and are as well known, even sent abroad for the entertainment of foreigners. The proposition, in fact, picture the Emperor to themselves as a worn-out, decrepit, broken-down old man. When he comes forward and makes a speech full of his old fire and vigor, and anticipates all the really popular parts of their own programme, they are of course immensely astonished. Everybody will admit that his address to the Corps Legislatif on Monday was a remarkable effort for a dying man to make.

Two things are clear—first, that the Emperor is no more likely now than he ever was

to abandon the field to his enemies; and, secondly, that revolutionary schemes at present stand no chance of success. The Emperor understands the temper of the times—an advantage of which few rulers of France could ever boast. He sees quite plainly that the bulk of the French people would shrink back in alarm from any thought of a new revolution, while at the same time they earnestly desire to see liberal principles exercising a more decided influence upon the course of the Government. They want reforms, but they do not want another Republic. The Emperor's speech is a very clever echo of their own opinions. He is quite right, and they know it, in saying that "it is not easy to establish regular and peaceful liberty in France." They are alarmed at the vision of the excesses foreshadowed by the Red Republican organs. When, therefore, he says to the Corps Legislatif, "France wants liberty with order—order I answer for; help me, Messieurs, to secure liberty," when he talks in this strain, the vast majority of the people see their own ideas caught up and forcibly expressed, and they necessarily sympathize with the speaker. The wild projects, the rough monies, the unbridled violence of the revolutionists cannot prevail against a ruler who simply says:—"You are enjoying prosperity now; trust in me, and I will secure you in the possession of it." The Emperor understands the people, and how to appeal to their interests, far better than all his adversaries put together.

The reforms which are now promised are not so thorough as the "Reds" demanded, but so far as they go, they will be extremely acceptable to the people. They are social rather than political reforms, and because they are of that nature, the poorest in the land will be able to appreciate them. The popular vote is to be rendered more powerful than ever, and the range of universal suffrage is to be extended. Measures are to be taken for the development of primary education, for placing justice more at the command of poor men, for extending the advantages of savings banks to the humbler classes—perhaps on the model of the excellent post office savings banks in England, which enable a man to deposit money in any town or village where there is a post office, and to withdraw it afterwards in any other town where he happens to be. Government standing the security for principal and interest. Besides these measures, which are but faintly sketched in the telegram, there is to be an increase of small salaries in public offices; observe that it is always the middle and lower classes which the Emperor chiefly strives to please. Humane regulations are to be made for controlling the labor of children, agricultural interests are to receive attention, and the customs and excise duties will be revised. This may not be an ambitious dish to set before the people, but undeniably it is a very substantial one. It is better than anything yet offered by the revolutionists. We are told that the Emperor was frequently applauded, and that when the name of *Louise* Rochefort was called in the roll of deputies, it was received with hisses. There we may see the appreciation in which both parties are held by the French people at large. Napoleon is preferable to a revolution. The French like to play with edged tools, and to be always talking about upsetting the Government—just as their countrywomen thought no pleasure complete unless it had a spice of wickedness in it. But they know when they are well off. The Empire is repugnant to abstract conceptions of liberty, but it keeps the people prosperous, it guarantees order, it renders property secure. The people amused themselves with the *Lanterne*, but they are not ready to exchange the Emperor for Rochefort and his friends.

THE PETRIFIED GIANT.

From the N. Y. Tribune.

The great stone fellow found at Cardiff continues to stimulate the minds of the savants. Some of the great interests that are most closely involved in the question—the ship-owners and the shipbuilders. The shipowners, as a class, may be set down as in favor of all three. The shipbuilders are and will be opposed to the bitter end, to what is termed free trade in ships. They say, and with much force and reason, that it would be the finishing blow to the now languid and tottering interests which they represent; and that it would not only be ruinous to that interest, but would be seriously detrimental to the nation at large in closing up all the shipyards, sending the ship mechanics out of the country or to other occupations, and thus depriving the Government of its most useful and indispensable artisans in case of war with a naval power. On the other hand, the shipowners do not believe that, even with the allowance of a drawback, the shipbuilders of this country can compete with those of England. As Mr. Westervelt, formerly one of our greatest shipbuilders, stated before the committee, "The days of wooden ships are ended; and to build wooden ships would be labor lost." The shipowners say: "Let us buy our ships where we can buy them cheapest; and if American ships can be produced as cheap as foreign ones, of course we will give our own preference." Some of our principal shipbuilders, including Mr. Webb, of New York, and Mr. McKay, of Boston, have expressed the fullest confidence that if they are put, in regard to the cost of material, on an equal footing with the great iron shipbuilders on the Clyde and the Tyne, they can, notwithstanding the disparity of workmen's wages, produce as good and as cheap ships as their English rivals. All that they ask is a fair field and no favor.

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years! The young hump, it is true, has an old appearance, but this has been caused "by the dissolving action of water," which the Doctor thinks might have been accomplished "in a few months." The scientific probability is that the giant has been under the sod about 371 days. It is evident that Dr. Boynton's experiments have led the petrificationists into most embarrassing proximity to the year of our Lord 1869.

We shall endeavor to await with exemplary patience the full development of this hard, old mystery, or perhaps we should speak more properly if we called it a soft and new one. We wish it to be distinctly understood that we have no ill-feeling against the giant himself, whatever may be his age, and whether he has passed from life to limestone or not. But if the image was buried but lately, and the man who buried it may be living; and we call upon him to come forward and make a full and circumstantial confession before our archeologists get to fustigate—unless, indeed, the whole affair is a speculation, for the success of which a continued silence is necessary.

GEARY AGAIN. From the N. Y. World. From the letter of "Justitia," in relation to the case of Dr. Schoeppe, we learn that the Attorney-General of Pennsylvania opposes the pardon of the accused—firstly, because it is easy "to find one set of chemical experiments of another set," secondly, because Dr. Schoeppe had "purchased prussic acid at two different places within fifteen days prior to the death of Miss Stenbecke;" and, thirdly, because a suspicion of forgery attaches to two papers subsequently offered by the alleged culprit.

To these propositions we reply, firstly, that toxicological analysis is not a matter of "theory," but of positive demonstration. As regards the particular case in question, the most tyro in physiological chemistry should know that sulphuric acid (the reagent employed by Dr. Alken), acting upon nitrogenized animal matter, would be likely to give the "test" of more than the "trace" of hydrocyanic acid claimed to have been detected, and that enough cyanogen commonly exists in the saliva alone to form prussic acid under appropriate chemical conditions. Far from two "sets of experimentalists" being opposed to each other in this instance, the testimony at the trial showed so conclusively the fallacy of the tests employed that evidence with regard to prussic acid was abandoned by the prosecution; and since that time the case has been thoroughly reviewed by prominent bodies of scientific men in New York, Philadelphia, and other cities, whose unanimous decision has been in favor of the accused.

That a physician should purchase prussic acid need not seem a very suspicious circumstance, if it be known that this substance, despite the popular terror attached to its name, is frequently and safely employed in medical practice, and forms an ingredient in very many "cough mixtures." Dr. Schoeppe's second purchase of this drug was explained on the trial by the worthlessness of that which he had previously bought. Furthermore, if the deceased were "in sound health" up to "the day before the prisoner tribune criminal intent to his purchase of medicine would imply supernatural presence on his part. Moreover, we are told by medical men that the symptoms were in no wise indicative of poisoning by prussic acid, and that there were, on the other hand, appearances of paralysis caused by apoplectic effusion in the brain.

To the third point adduced against the condemned man, we would answer simply that whether he committed forgery or not has nothing to do with the charge of murder, on which alone he was tried. The former offense is not, we believe, a capital crime under the laws of Pennsylvania, and, even if it were, Dr. Schoeppe has not been indicted for it. We can only fail to see the strength of our correspondent's plea, that the condemnation of one probably innocent man should be allowed to offset the "unaccountable pardons" of numerous "notorious criminals;" and we find no reason to alter the opinion we have already expressed with regard to Governor Geary's action in this affair.

SPECIAL NOTICES. GOOD WEATHER DOES NOT CHAP or reduce the skin after using WRIGHT'S ALCOHOLIC OIL. THE TABLET OF SOLIDIFIED GLYCERINE. Its daily use makes the skin delicately soft and beautiful. Sold by all druggists. R. G. A. WRIGHT, No. 64 CHESNUT STREET.

STEREOTYPION AND MAGIC LANTERN EXHIBITIONS given to Sunday Schools, Scholastic societies, and for private entertainment. W. MITCHELL MCALLISTER, No. 728 CHESNUT STREET, second story.

OFFICE PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA, PENNA., Nov. 2, 1869. NOTICE TO STOCKHOLDERS. The Board of Directors of this day declared a semi-annual dividend of FIVE PER CENT. on the Capital Stock of the Company, of National and State Loans, payable in cash on and after November 30, 1869.

NOTICE TO STOCKHOLDERS.—A dividend of TWENTY-FIVE CENTS per share will be paid by the HUNTSVILLE, MANTUA, AND YORKVILLE RAILROAD COMPANY, will be held at the office of the Company, No. 230 N. THIRD STREET, Philadelphia, on TUESDAY, December 7, 1869, at 12 o'clock M., to consider the financial condition of the Company and the expediency of disposing of its property by lease or otherwise.

DR. F. R. THOMAS, THE LATE OPERATOR of the Dent and Root Association, the only one in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas, 21 W. WALNUT ST., 139.

COLTON DENTAL ASSOCIATION originated the anesthetic use of NITROUS OXIDE OR LAUGHING GAS. And devote their whole time and practice to extraction teeth without pain. Office, FIFTH and WALNUT Streets. 1137.

FINANCIAL. THE CENTRAL RAILROAD OF IOWA. ITS SEVEN PER CENT. GOLD FIRST MORTGAGE BONDS.

Free of Government Tax. At 95 and Accrued Interest. Total amount to be issued, \$2,500,000 on 140 Miles of Road. (Extending from Chicago through Eastern Illinois to the junction with the Evansville and Terre Haute Railroad, with which it forms the shortest TRUNK LINE to Louisville and the South), making the average of Bonds about \$18,000 per mile, and it is expressly guaranteed that the bond issue shall not exceed that sum.

MANY PERSONS ARE SELLING THEIR GOVERNMENT BONDS WHILE THE PREMIUM IS STILL LARGE (as the Treasury has promised to buy thirteen millions in December), AND REINVEST IN THE FIRST MORTGAGE BONDS OF THE CENTRAL RAILROAD OF IOWA, WHICH PAY ABOUT ONE-THIRD MORE INTEREST. THE TIME TO MAKE SUCH REINVESTMENT is while the Treasury is buying, and Governments are at a premium.

THE ROAD DOES NOT RUN THROUGH A WILDERNESS, where it would have to wait years for population and business, but through the most thickly settled and productive agricultural counties in the State, which gives each section a large traffic as soon as completed. It runs through the great coal fields of Southern Iowa to the North, where coal is indispensable and must be carried.

It runs from the great lumber regions of the North, through a district of country which is destitute of this prime necessity. The mortgage is made to the Farmers' Loan and Trust Company, of New York, and bonds can be issued only at the rate of \$16,000 per mile, or only half the amount upon some other roads. Special security is provided for the principal and for the payment of interest.

First Mortgage Bonds for so small an amount upon a road running through such a rich and already well-settled part of Iowa, can well be recommended as a perfectly safe as well as very profitable investment. Pamphlets, with map, may be obtained, and subscriptions will be received, at THE COMPANY'S OFFICES, No. 32 PINE STREET, NEW YORK, and at the BANK OF NORTH AMERICA, No. 41 WALL STREET, and in Philadelphia by

BOWEN & FOX, Merchants' Exchange Building, N. W. Cor. THIRD and CHESNUT Sts., Philadelphia.

B. K. JAMISON & CO., SUCCESSORS TO P. F. KELLY & CO., BANKERS AND DEALERS IN Gold, Silver, and Government Bonds, AT CLOSEST MARKET RATES, N. W. Cor. THIRD and CHESNUT Sts., Philadelphia.

ELLIOTT & DUNN, BANKERS, NO. 109 SOUTH THIRD STREET, PHILADELPHIA.

GLENDINNING, DAVIS & AMORY, BANKERS AND BROKERS, No. 2 NASSAU STREET, NEW YORK.

JOHN S. RUSHTON & CO., NO. 50 SOUTH THIRD STREET, PHILADELPHIA. NOVEMBER COUPONS AND CITY WARRANTS.

FINANCIAL. THE FIRST MORTGAGE SINKING FUND 7 PER CENT. 40 YEAR GOLD BONDS OF THE RAILROAD COMPANY. Chicago, Danville and Vincennes.

Total amount to be issued, \$2,500,000 on 140 Miles of Road. (Extending from Chicago through Eastern Illinois to the junction with the Evansville and Terre Haute Railroad, with which it forms the shortest TRUNK LINE to Louisville and the South), making the average of Bonds about \$18,000 per mile, and it is expressly guaranteed that the bond issue shall not exceed that sum.

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The Company have provided in their new Building and vaults absolute security against loss by FIRE, BURGLARY, OR ACCIDENT, and all other Common Securities, and also against loss by THEFT OF SECURITIES, AND VALUABLES ON DEPOSIT UNDER GUARANTEE. Upon the following rates, for one year or less period:—Government and all other Common Securities, or those transferable by delivery, \$100 per \$1000 Government and all other Securities registered and negotiable only by endorsement \$5 per 1000 Silver Coin or Bullion, \$200 per 1000 Silver or Gold Plate, under seal, on owner's estimate of value, and rate subject to adjustment for bulk, \$100 per 1000 Doors, Mortgages, and Valuable Papers generally, when of no fixed value, \$1 a year, each, on agreeing to bulk. Ties, later, when deposited in Tin Boxes, are charged according to bulk, upon a basis of 1 1/2 feet cubic capacity, \$10 a year.

Coupons and interest will be collected, when desired, and remitted to the owners, for one per cent. The Company offer for RENT, the lessor exclusively holding the key, SAFES INSIDE THE BURGLAR-PROOF VAULTS, At rates varying from \$15 to \$25 each, per annum, according to size. Deposits of Money Received, on which interest will be allowed—3 per cent. on Call Deposits, payable by Check at sight, and 4 per cent. on Time Deposits, payable on ten days' notice. Travellers' Letters of Credit furnished, available in all parts of Europe.

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A RELIABLE HOME INVESTMENT. THE FIRST MORTGAGE BONDS OF THE Wilmington and Reading Railroad, BEARING INTEREST AT SEVEN PER CENT. in Currency, PAYABLE APRIL AND OCTOBER, FREE OF STATE AND UNITED STATES TAXES.

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EDUCATIONAL. THE EDGEHILL SCHOOL. A Boarding and Day School for Boys, will begin its session in the new Academy Building at MERCHANTVILLE, NEW JERSEY MONDAY, September 6, 1869. For circulars apply to Rev. T. W. GATFELL, Principal.

JAMES PEARCE, M. B. ORGANIST, 27 J. MARK'S (No. 149) SPRING STREET, can be seen from 10 to 12 A. M. and from 7 till 9 P. M. Teaching the Organ, Piano and Harmony. 10 1/2 South 3rd St. EMPIRE SLATE MANTEL WORKS.—J. B. KILBEE, No. 1160 CHESNUT STREET. 11 1/2 N 3rd